



114 3661

[10191/1775]

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant(s) : MICH I et al.
Serial No. : 09/857,113
Filed : May 31, 2001
For : METHOD AND DEVICE FOR DETERMINING A
FUTURE TRAVEL-PATH AREA OF A VEHICLE
Examiner : J. Louis Jacques
Group Art Unit : 3661

Commissioner for Patents
Washington, D.C. 20231

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GROUP 3600

AMENDMENT TRANSMITTAL

SIR:

Please find an Amendment transmitted herewith for filing in the
above-identified patent application.

Any fees required should be charged to Kenyon & Kenyon Deposit Account
No. 11-0600. A duplicate copy of this Transmittal is enclosed.

Respectfully submitted,

Dated: 3/17/03

By:

Richard L. Mayer
Reg. No. 22,490



26646

PATENT TRADEMARK OFFICE

J. Louis Jacques
R. No.
36,197)

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Date: 3/17/03

Signature: 573290

Jong Lee (Reg. No. 36,197)



Patricia Lewis
#10/124 for
reconsideration
[10191/1775]
4.3.03

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Date 3/17/03

Commissioner for Patents
Washington, D.C. 20231

Signature 
KENYON & KENYON

(R. No.
36,197)

RESPONSE

SIR:

In response to the Office Action dated December 17, 2002,
reconsideration and allowance of the above-referenced application are respectfully
requested in view of the following remarks.

Remarks

Claims 15-30 remain pending in the above-referenced application.
Applicants note with appreciation the indication that claims 18-25 and 27 include
allowable subject matter. Before turning to the merits of this Office Action,
Applicants are submitting herewith the courtesy copy of the PTO Form 1449 and
stamped postcard receipt that should have accompanied the prior Amendment.
Applicants respectfully request that the Examiner initial and return this form.

Claims 15, 16, and 28-30 stand rejected under 35 U.S.C. § 102(e) as
being anticipated by United States Patent Application Publication No. 2002/0017415
to Campbell et al. ("Campbell"). Applicants respectfully disagree because Campbell
does not teach "the first vehicle determining the relative position of the at least one
second vehicle at predetermined time points using the distance sensor" that is
equipped in the first vehicle. (Emphasis added). In Campbell, a first vehicle 12
determines the relative position of a second vehicle 16 not through the use of a